

Caltrans Design-Build Demonstration Program

Central Region Quarterly Calmentor Meeting
January 11, 2011

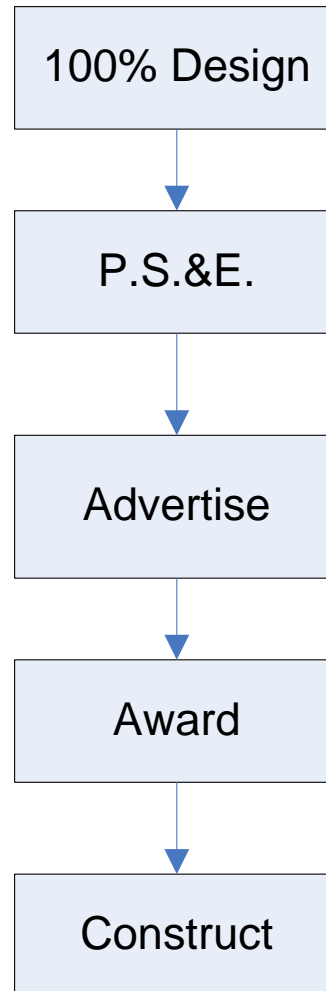


California Department of Transportation

Traditional Project Delivery

- Design-Bid-Build (DBB)
- Specified by Public Contract Code
- Design must be complete
- Awarded to the lowest responsible bidder

Design-Bid-Build



Design-Bid-Build (DBB)

- Advantages – well established and widely understood
- Disadvantages – perceived as slow and adversarial

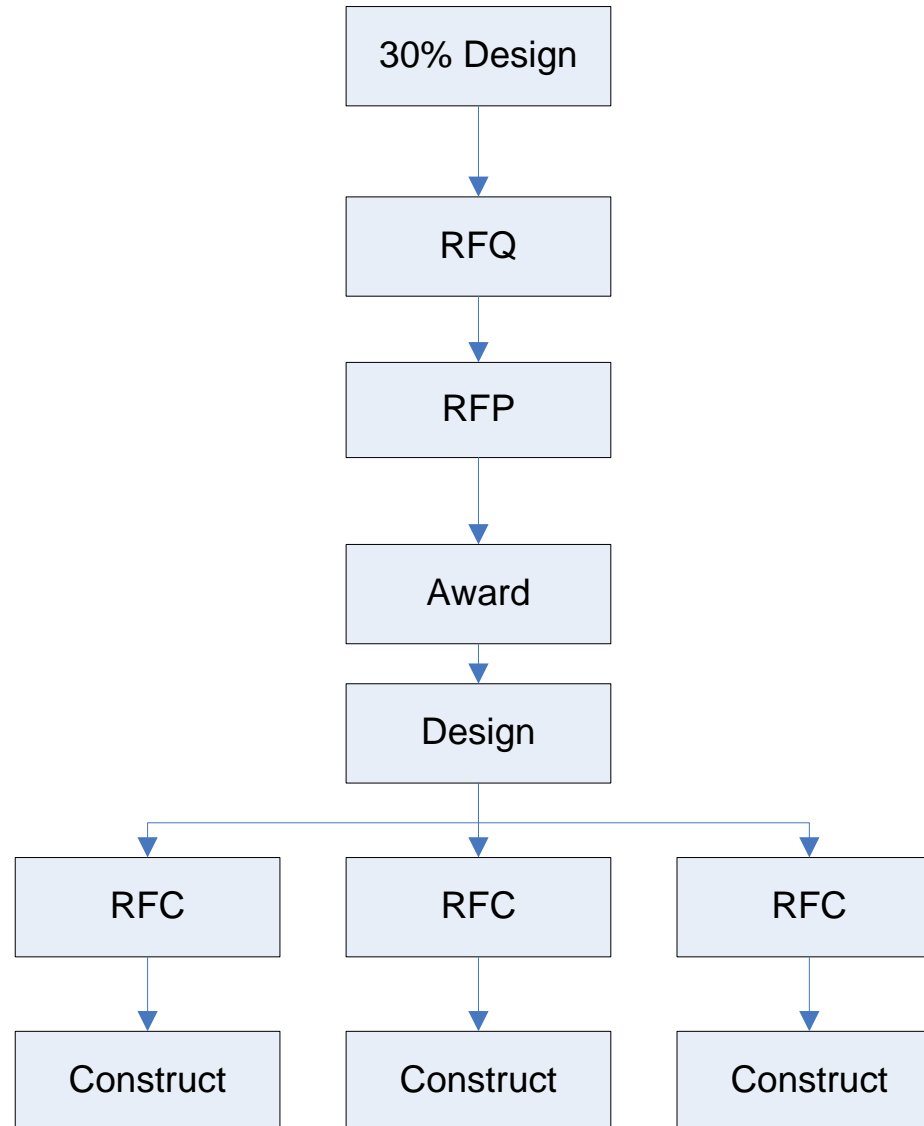
Design-Build

A delivery method where a contract for both the design and construction of a project is awarded to a single entity.

Why Use Design-Build?

- Faster Delivery
- Cost Certainty
- Constructability
- Risk Transfer
- Innovation

Design-Build



Design-Build Nationwide

- Originally authorized by FHWA as one of four innovative contracting practices under SEP 14
- 32 States have used Design-Build
- Numerous Cities, Counties and Transit Agencies
- Between 1990 and 2002, 300 projects were completed representing \$14 billion

Design-Build in California

Who has authority to use it?

- Specified Cities and Counties
- Schools (K-12, Specified Community Colleges, UC and CSU)
- Transit Agencies

Design-Build in California Transportation Projects

- Garden Grove (SR-22) HOV Lanes
- Alameda Corridor
- Orange County Toll Road projects
(San Joaquin Hills, Foothill, Eastern, and Glenwood Pacific Interchange)
- I-405 HOV project

Legislation – Senate Bill 4

- Allows 15 design-build projects
 - 10 Caltrans
 - 5 Local
- California Transportation Commission must authorize
- Allows “Low Bid” or “Best Value” awards
- Sunsets January 1, 2014

Project Selection

- Legislation Requires:
 - State - “State highway, bridge, or tunnel projects”
 - Local – “may be for local street or road, bridge, tunnel, or public transit projects”
 - Projects to vary by size, type and geographical location
 - “Balance” between Low Bid and Best Value

CTC Guidelines

- *Award Method*
 - Low Bid 7 to 8 projects
 - Best Value 7 to 8 projects
- *Geographical Location*
 - 8 to 10 projects in the south
 - 5 to 7 projects in the north
- *Project Size*
 - 2 to 3 projects under \$20 million
 - 2 to 3 projects over \$200 million

Authorized Projects

- Mad 99 – Rehabilitate Roadway \$ 37 million
- SM 101 – Install ramp metering system \$ 12 million
- Fre 180 – Construct Braided Ramps \$ 70 million
- LA 10 – Construct SB 605/EB 10 Connector \$ 79 million
- LA 10/110 – Express Lanes \$ 69 million
- SBd 15/215 – Devore Interchange \$290 million
- LA 710 – Gerald Desmond Bridge \$950 million
- Riv 91 – HOV Lanes \$794 million

Questions?